

When the *Press* hit the street, Candidate Gray was outraged. Rushing up to Publisher Stearns, he demanded to know whether he, Stearns, was responsible for the offending paragraph.

Stearns roared "I am, sir!" with such vehemence that Gray beat a hasty retreat.

Later that day, Gray encountered Glancey on State Street in front of the Occidental Hotel. He asked the editor if *he* had written the item. Glancey answered in the affirmative. Gray promptly whipped out a pistol and, although the editor was unarmed, shot him down in full view of many witnesses.

Glancey's murder became a *cause célèbre* throughout California, and stirred up echoes on the east coast, because the freedom of the press was involved. Newspapers everywhere deplored the heartless killing and demanded that Gray be hanged forthwith.

Gray's first trial, in Santa Barbara, resulted in a hung jury. He won a change of venue to San Mateo County, where an impartial jury found him guilty. Appealing that verdict, Gray won a third trial and was acquitted.

Better times were ahead for the *Press* after this ordeal by assassination, however. Stearns continued as publisher and the *Press*, cashing in on the great land boom of the 1880s, grew steadily in power and importance, especially as the voice of the local Republicans. It continued to command this position for many years to come.

What, in the meantime, was happening to Harrison Gray Otis?

After leaving Santa Barbara so summarily in 1880, he took a political appointment as U. S. Treasury agent in Seal Island, Alaska. Two years later, at the comparatively young age of 45, he achieved his heart's desire and arrived in the land of his



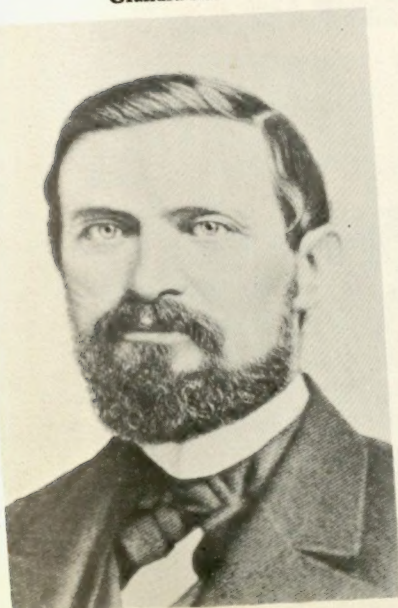
DANIEL HILL
Great Grandfather



SUSANA HILL
Grandmother

ANCESTORS OF THOMAS M. STORKE

T. WALLACE MORE
Grandfather



MARTHA MORE
Mother





"DON MATIAS" REYES, THE WOOD-GATHERER

forms one of Tom Storke's earliest recollections. Born in the 1700s, this humble *paisano*, shown in a reproduction of a rare picture taken in 1875, was a well-known figure in early-day Santa Barbara life.

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MULE-DRAWN TRAM ON STATE STREET

linked the palatial Arlington Hotel with Stearns Wharf a mile away. This was a common sight in early days. Note adobe store in background and the lamp post of the "gas light era."





PIONEER SANTA BARBARA COLLEGE, 1872

to which Tom Storke's father, C. A. Storke, came in August 1872 as a teacher of Latin and Mathematics (Mr. Storke is third from left). Site is southwest corner of State and Anapamu.

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THE FAR-FAMED ARLINGTON HOTEL

was the center of Santa Barbara's elite social life from 1875 into the new century. It boasted fireplace in each of its 90 rooms. It burned to the ground in August 1909 and was rebuilt. ◊





Hodson
PHOTOGRAPHERS

521 J St.

SACRAMENTO, CAL. *

TOM STORKE AT 13

This photograph was taken in Sacramento on the occasion of young Tom's accompanying his Assemblyman father to an extra session of the State Legislature in 1889. Thus began his lifelong interest in politics.



CONCORD STAGE CROSSING SANTA YNEZ RIVER

en route from Santa Barbara to Los Olivos via San Marcos Pass. This ford is now the site of Cachuma Dam. Driver is Charlie Cota, passenger is Judge R. B. Canfield, owner of Zaca Rancho. Coming of railroad put stagecoaches out of business in 1901.

STEAMER SANTA ROSA AT STEARNS WHARF

During the '70s into the '90s the coastal steamers were the principal means of contact with the outside world. John P. Stearns built his wharf, still the main feature of harbor, in 1872.



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SANTA BARBARA



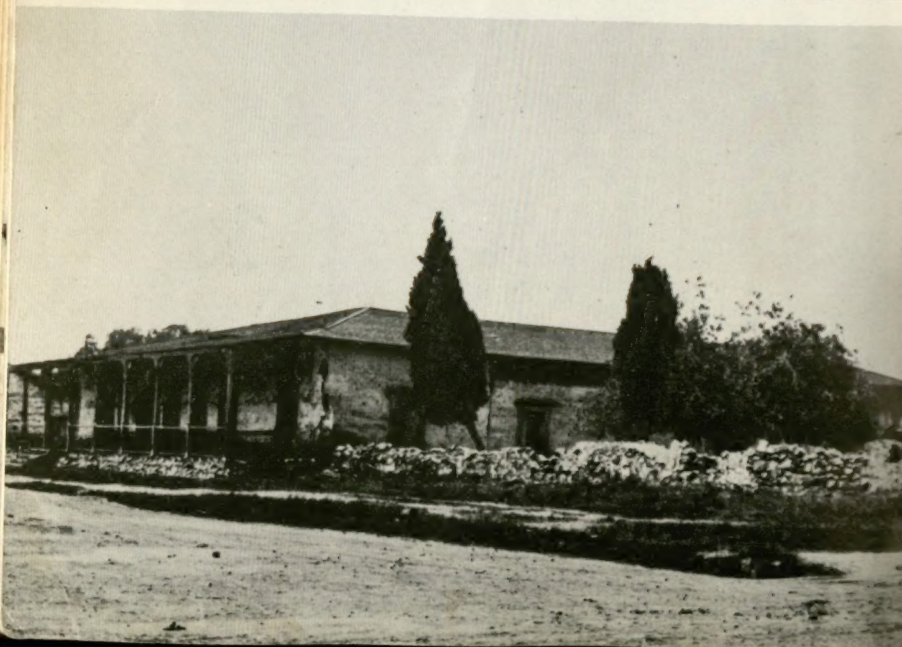
STATE STREET WAS UNPAVED IN 1880

when this view was taken from the 700 block looking toward the ocean. This was the busiest block in Santa Barbara in the '70s, '80s and '90s. Note wagons headed in opposite directions; horse car tracks; plank sidewalks; awnings on the "sunny side of the street."

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A TYPICAL ADOBE OF SPANISH DAYS

is the "Aguirre Casa" on Carrillo Street which has housed a school, postoffice and Wells Fargo office. Four generations of Tom Storke's ancestors were born in similar adobes.





THE SPANISH OX-CART OR *CARRETA*

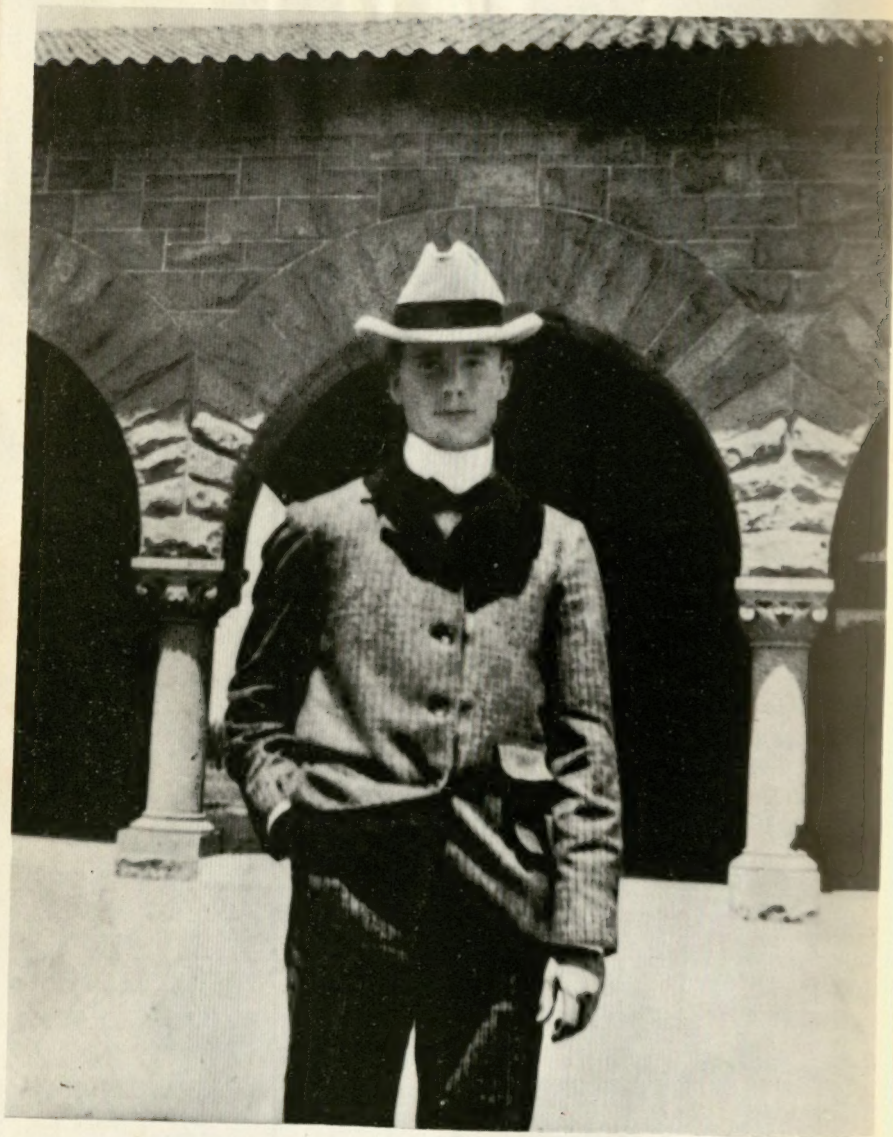
with wheels made from disks sawed from sycamore logs, once common in Santa Barbara, provide Tom Storke with earliest memories of old Spanish days. He rode one in a parade in 1886.

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COMING OF THE IRON HORSE, 1887

Tom Storke is probably one of the boys in this historic photograph showing the arrival of the first railroad train from Los Angeles on August 21, 1887. A train did not arrive from the north until 1901.





TOM STORKE AT STANFORD UNIVERSITY
where he matriculated in 1894, residing at Encina Hall where Herbert Hoover
'95 was in charge. He received his A.B. degree in '98 just as the Spanish-American
War was ending. Quadrangle arches in background.

dreams: Los Angeles. There he obtained a quarter interest in the *Times*.

My father had envisioned Los Angeles as the future hub of California, just as Otis had. It will be remembered that Father had gone so far as to establish the Los Angeles *Herald*, only three years prior to Otis' arrival in Santa Barbara. But the cards of fate had been stacked against C. A. Storke, who was barely started when the panic of 1873 wiped him out.

The situation was exactly opposite for Harrison Gray Otis. He reached Los Angeles in 1882 at the very peak of the most fantastic land rush in California history, a boom which reached its highest crest in Southern California. Riding this wave, Otis and the *Times* were able to accumulate reserves which made success inevitable despite the bad times which followed.

Santa Barbara had been too small a field for one of Colonel Otis' grandiose dreams, and he had come at a wrong time in history. But time, place and conditions were exactly right for him in 1882. The Los Angeles area was made for Otis, and Otis was made for Los Angeles. What he did with his opportunity is a well-known story.

Otis' starting pay as editor of the *Times* was \$15 a week. He alternated between the front office and the print shop. At night he wrote copy at home while his wife, Eliza Otis, turned out her popular "Susan Sunshine" column.

Los Angeles was a sleepy Spanish-American town of 12,500 souls when Otis arrived there. He saw the city grow to a sprawling half a million in his lifetime.

He became a powerful factor in the Republican party in California. Under his regime the *Times* played a key role in the city's battle against Collis P. Huntington and the Southern Pacific political machine to obtain a free harbor at San Pedro.

C. K. McClatchy said editorially in his *Sacramento Bee*: "Never before in the history of California has there been a state administration which promised so much and which has kept so many of those promises. Never before has there been a time when the throat of California has been so free of the corporate clutch. Never before has there been a Governor who has so honestly, earnestly, faithfully, conscientiously and pugnaciously endeavored to do so much for the people, or who has succeeded in accomplishing so much.

"No need to recapitulate," McClatchy continued. "The record is before the eyes of all men. Big business—the interests—the Southern Pacific—the grasping and greedy public service corporations—the unclean and vile in politics and in commercial life—these are no longer dominating our legislative halls. The money-changers, the legions of Mammon and of Satan, have been lashed from the Temple by the People."

Johnson was a go-getter. Before his first legislature even convened, he had appointed committees to study and draw up measures calling for statewide initiative, recall and referendum. During the long years of machine rule, the people of California had been powerless to get at a crooked public official, since the only method available was the impeachment by the legislature—and the legislature itself had for many years been controlled by the machine bosses.

When the people finally got their chance to vote on the big direct-action measures, they passed them overwhelmingly. All America applauded. By so doing, California had put an end to the farcical sham battles between "rival" candidates who were secretly subservient to the machine.

At the special state election held October 10, 1911, the people approved 23 constitutional amendments which Johnson had urged in his inaugural message the previous January. Some of




DAILY INDEPENDENT STAFF, JANUARY 1901

Thomas M. Storke (third from right) started his newspaper career with this staff on the first day, week and month of the new century. The false-fronted building at 26 East Ortega Street is now a Chinese laundry.

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COMPOSING AND PRESS ROOM, 1905

of the *Daily Independent* after it moved to 826 State Street, showing typical newspaper machinery of the period. Editor-Publisher T. M. Storke is in the right middle-ground, standing beside the hooded metal pot. 





TOM STORKE AT 24

when he was just launching a career as editor and publisher in Santa Barbara.
a career which saw him still at his desk 58 years later.




GEORGE EDWARDS
Prominent Banker



MILO POTTER
of Hotel Fame

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THE HORSELESS CARRIAGE CAME IN 1901 to usher in the gasoline age. In this 1907 photograph Tom Storke and an unidentified driver are parked in front of the waterfront's Potter Hotel—which the automobile era eventually put out of business. 





THE GREAT WHITE FLEET AT ANCHOR

Panoramic view of Santa Barbara harbor and eleven of the sixteen capital ships making up the U. S. Navy's "Great White Fleet" which this country sent on a round-the-world cruise in 1908. President Theodore Roosevelt chose Santa Bar-

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PRESIDENT THEODORE ROOSEVELT

in the full dress uniform of commander-in-chief of the United States Navy, as he appeared in Santa Barbara during the celebration for officers and men of the fleet. Gentleman on right is Francis T. Underhill.





N SANTA BARBARA ROADSTEAD, 1908

bara as the port where he would officially review the fleet in Pacific waters and the resulting celebration, although half a century in the past, is still one of Tom Storke's most vivid recollections.

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FLORAL PARADE ON WATERFRONT, 1908

Similar to the Old Spanish Days Fiesta parades of modern times was the Floral Parade which the City of Santa Barbara put on for the fleet. Potter Hotel is seen at extreme left. ◀





MAYOR C. A. STORKE INTRODUCING PRESIDENT MCKINLEY
on veranda of Arlington Hotel in 1901, shortly before the president's assassination in the east. Man with goatee and silk hat (standing left) was John Hays, Abraham Lincoln's private secretary and McKinley's Secretary of State when photo was taken.



MAJ. MAX C. FLEISCHMANN
Santa Barbara Benefactor



HIRAM W. JOHNSON
Governor and Senator

LOCKHEED AIRCRAFT STARTED IN SANTA BARBARA

when the Lockheed Brothers, Malcolm (in cockpit) and Allen (second from right), with John K. Northrop (right), built their first planes in a State Street garage owned by B. R. Rodman (center). This seaplane, shown on beach near Potter Hotel in 1918, was built for Navy. ♡

(Photo courtesy Lockheed Aircraft Corp.)





DISTINGUISHED GUESTS IN SANTA BARBARA

are Secretary of the Treasury and Mrs. William G. McAdoo leaving postoffice with (right) Postmaster Charles Fay of San Francisco, Postmaster T. M. Storke center. This was 1918.

T. M. STORKE
AND
W. G. McADOO
chatting in patio of
latter's home in
Santa Barbara.
These two became
intimate friends
and when Senator
McAdoo resigned
from the U.S. Sen-
ate. Governor
Frank Merriam ap-
pointed Mr. Storke
to serve out his
unexpired term.



on ve
east,

these, like regulation of weights and measures and workmen's compensation, were frankly aimed at social improvement. Most of the others, such as the very important one providing for the initiative, referendum and recall, and woman suffrage, were intended to insure putting government control where it belonged—in the hands of the people.

It was at this election of 1911 when California became the first state in the Union to extend the right of franchise to women.

As his administration progressed, Johnson called for, and got, a strengthening of the direct primary law, the pure Australian ballot system, and adoption of the amendment to the U. S. Constitution providing for the direct election of U. S. Senators. The abuses of the old "county convention system" became a thing of the past, and the judiciary was removed from partisan politics.

The number one job facing Hiram W. Johnson when he took office was to create a brand-new Railroad Commission to replace the one which for so long had been operating through the back door of William F. Herrin's S. P. office in San Francisco, serving the railroad rather than the people.

No sooner had this been done, than the Southern Pacific officially announced that it was retiring from politics. This was like a fighter getting knocked out at the bell opening Round One.

At the risk of upsetting the chronology of my narrative, I feel obliged to comment on the aftermath of the Southern Pacific Railroad's departure from state politics.

In the decade that followed Johnson's defeat of The Octopus, the management of the S. P. fell into the hands of men of sterling character. The former policy of "the public be damned" was replaced by the "public be pleased" policy which exists to-day. It could not have been otherwise with such high-principled and fair-minded men holding the top offices—such as William Sproul, A. Donald McDonald, Armand T. Mercier and Donald

wrong
to Johnson
in the
1890s

B. To Murphy must go the lion's share of credit for reviving and sustaining the Old Spanish Days Fiesta in Santa Barbara.

As previously noted, the 1925 earthquake seriously damaged the Old Mission. Santa Barbara asked Murphy to head a restoration committee to undertake the task of raising money to restore the landmark. Within a few weeks, with the assistance of many fine citizens throughout California, Murphy raised over \$600,000, including his own substantial contribution to the cause.

It would require many pages to list even in part the contributions in time and money which Murphy has made since coming to Santa Barbara 40 years ago. There has never been a major civic activity during that time in which he has not participated.

He was president of the chamber of commerce for two terms; president of our city park and recreation system; a member of the first county planning committee and county forestry board; vice president of the Community Chest; and one of the original incorporators of the Santa Barbara Foundation.

During all these years Murphy has maintained a downtown office, staffed at his own expense, to help carry out his many programs in the civic and philanthropic fields. Never once has he submitted an expense account. He has paid, out of his own pocket, every penny he spent for hotels, transportation, meals and chauffeur.

Nor has his interest stopped at the city limits of Santa Barbara. Every California governor for the past 30 years has called upon him to take some major responsibility in his administration. Most of these calls stemmed from problems arising in the state because of the two world wars.

Governor James Rolph placed Murphy on the California Unemployment Relief Committee. Later Governor Merriam advanced him to the chairmanship of that important body.



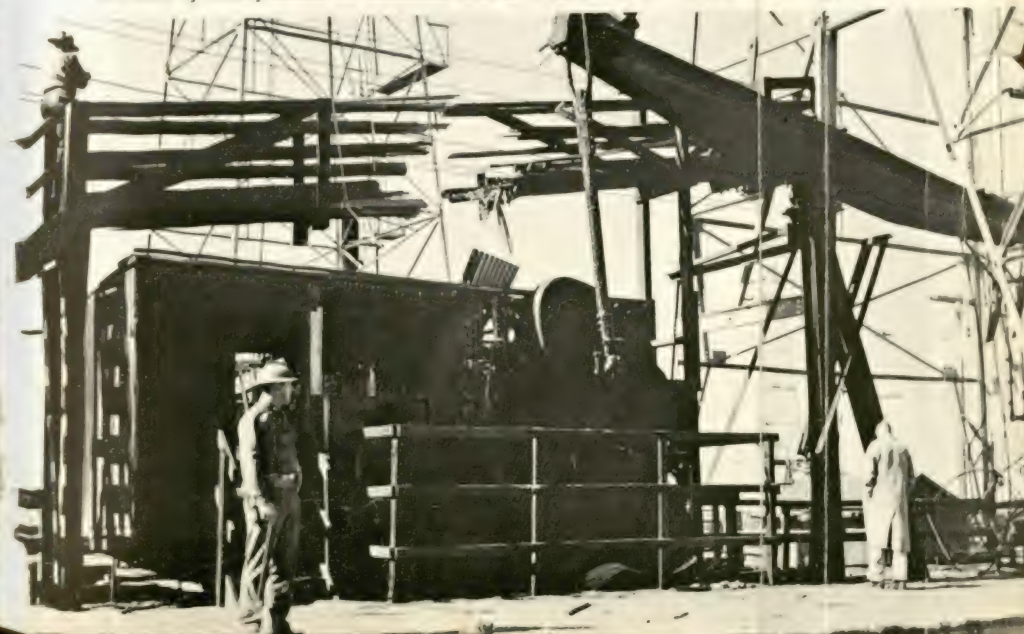
SANTA BARBARA'S \$500,000 POSTOFFICE

dedicated in 1937 was one of T. M. Storke's "pet projects" for the betterment of his community. Special permission was obtained from the federal authorities to allow the exterior architectural design to conform with Santa Barbara's unique Spanish-California style.

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JAPANESE SUBMARINE BOMBS OIL DERRICK, 1942

at Ellwood, just outside Storke ranch west of Goleta. This historic picture shows only damage suffered by enemy action on American soil in World War II—first such damage since 1812.





THE NEW S-PRESS BUILDING TODAY

on historic De la Guerra plaza. The main unit was built in 1924, the tower wing added in 1931. Both won special awards for architectural beauty and landscaping from the Santa Barbara Plans and Planting Committee. It is one of the most modern daily newspaper plants in the United States.



AUTHOR OF CALIFORNIA EDITOR WITH COLLABORATOR

Mr. Storke was assisted in researching and correlating his 82-year coverage of California history by Walker A. Tompkins, a well-known Southern California author and student of early Santa Barbara County history.

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SUPREME COURT CHIEF JUSTICE EARL WARREN

Since his years as California's distinguished governor makes an annual visit to the Santa Barbara Fiesta. He is shown here with Mr. and Mrs. T. M. Storke viewing the historical parade on August 14, 1958 from their seats in the Governor's Reviewing Stand. ◀





73th BIRTHDAY REUNION OF AUTHOR'S FAMILY, 1951

Top row, left to right: Ernest F. Menzies, Jean Storke Menzies, Thomas M. Storke, Mrs. Storke, Margaret Storke Cox, E. Morris Cox, Barbara Bullard Storke holding Paul Orson Storke, Charles A. Storke. Front row: Thomas M. Storke, Barbara Jean Storke, Thomas M. Storke, Margaret Storke Cox, E. Morris Cox, Barbara Bullard Storke holding Paul Orson Storke, Charles A. Storke.



MR. STORKE ON HIS FAVORITE HORSE

at his TMS Ranch in the upper Santa Ynez Valley, where he spends his weekends assisting foreman Ragnar Sundsten in working his herd of Hereford cattle. Photograph taken as Mr. Storke was approaching his 82nd birthday.



CARL HAYDEN
Arizona Senator



SHERIDAN DOWNEY
California Senator

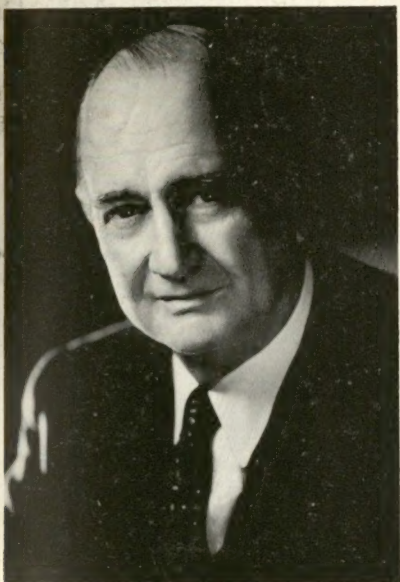
STATESMEN ASSOCIATED WITH CACHUMA DAM PROJECT

HARRY R. SHEPPARD
California Congressman



MICHAEL KIRWAN
Ohio Congressman





FRANCIS PRICE, SR.

California's most noted legal authority on water litigation; widely known as a historian. (*McAllister Photo.*)

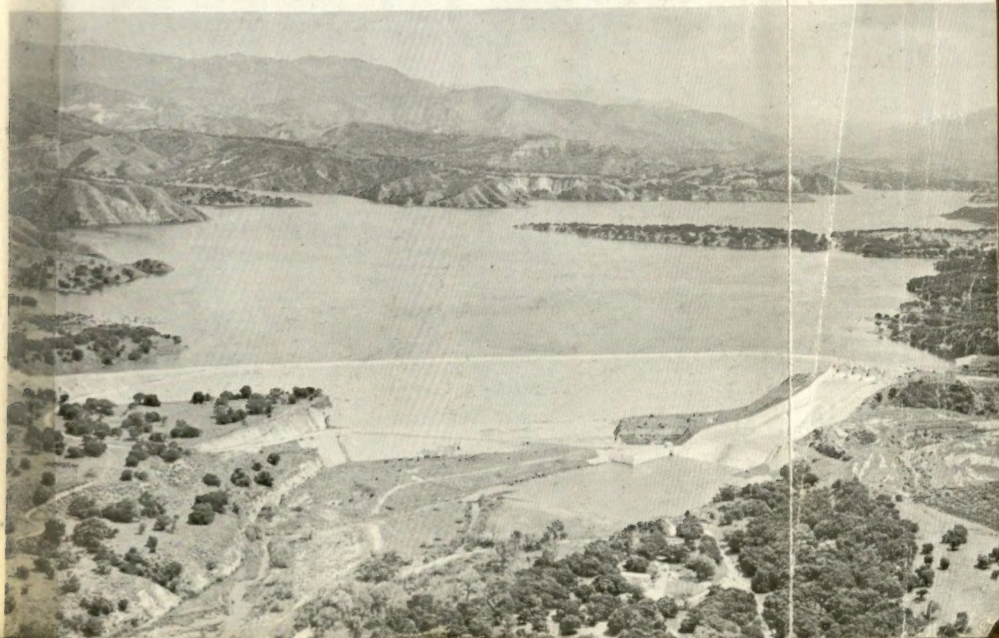


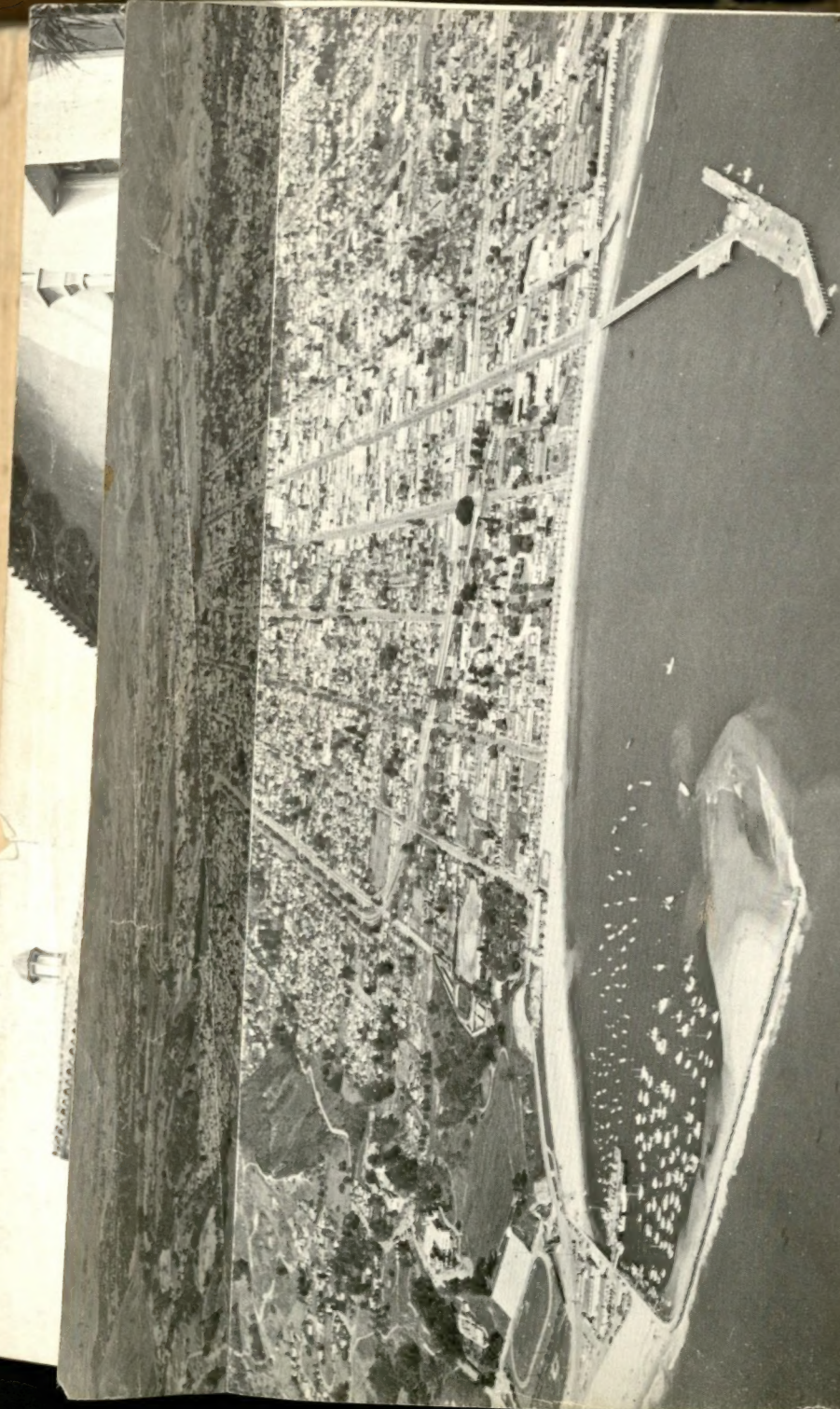
T.M.S. WITH CLOCK

showing exact instant of Cachuma Dam spill. Thousands of dollars were wagered on this event.

CACHUMA DAM AND LAKE

in an aerial photo by Tatsch-Graymar, taken the day Cachuma Dam first spilled. Project cost \$44,000,000; lake impounds 205,000 acre feet of water—an 18-year supply for Santa Barbara area based on current rate of consumption, even without rain. ▢





SANTA BARBARA AS IT LOOKS TODAY

A thriving city approaching 60,000 population which T. M. Storke saw develop from a quiet Spanish-American pueblo of 3,000 when he was born in 1876. Even rival chambers of commerce admit that it is one of America's most beautiful cities.

(County National Bank Photo.)

Because of his well-known love of horses and his long interest in the "sport of kings," Governor Earl Warren asked Murphy to become a member of the California Horse Racing Board. During the record 15 years of his membership, it has been one of the few racing boards in the U. S. which has not been faced with ugly public scandals. Murphy brought and maintained high standards of horse racing to California. Much credit must go to him for so doing. It has not always been easy of accomplishment.

Murphy has also been interested in politics on a high plane. He is a staunch Republican and is generally known in Southern California politics as "Mr. Republican." He has been active in party counsels for many years but never sought political office for himself. While he has hewed faithfully to the party line, as a rule he has had the respect of the opposition, and his value to the state has been universally recognized by both parties.

It is not generally known (and perhaps I am the first ever to reveal this) that in the mid-thirties President Roosevelt offered Dwight Murphy the post of Ambassador to Peru, which was open at the time. FDR knew of his record in business, and was also aware of his deep appreciation of Spanish-American culture and tradition, factors which FDR felt ideally qualified him to fill any Latin American diplomatic post.

While I had nothing whatever to do with promoting this offer, I was requested to persuade Murphy to accept. For reasons which were wholly personal he declined the high honor, however, and the post went to a career diplomat.

In these pages I have attempted to list only a few of the important things—as the world measures importance—with which Murphy has been identified. But there is another side to his character which has not been chronicled: that of humanitarian. In this phase of his life, he has worked modestly and with almost complete anonymity.